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THE HONGKONG DISPENSARY.

Established A.D. 1841.

The Daily Press.

HONGKONG, July 5th, 1900

We are apparently now face to face with a state of affairs in North China which time alone can change. The allied forces in Tientsin are in the melancholy position of knowing that their inability to move may cost the lives of the Ministers of the Powers now besieged and in desperate straits in the British Legation, one of the three European buildings which alone seem to be left standing in Peking. Within the enclosure of the Legation there are, as far as we know, some four hundred men collected, including the Ministers and their staffs, such of the refugees as remained in Peking, and the international troops. As far as guns are concerned the garrison are well armed, but we have no knowledge of what stores of provisions they have. A certain reserve the Legation is wont to have, and the troops that went up from Tientsin on the 31st May took a fresh stock with them; but it hardly seems likely that there is a sufficiency to provide against a siege. It is unfortunately improbable even that there could be a siege of any duration, owing to the overwhelming numbers of the besiegers, who cannot but overcome the most heroic resistance if it comes to a matter of direct assault. The utmost we can hope for is that there may be no attempt to carry the building by assault until sufficient reinforcements arrive at Tientsin from Manila, Japan, and Russia—we can hardly add from here—to enable a strong body to force its way through. Such hope, however, is shadowy, if Prince Tuan's influence is all that is likely to prevent an immediate attack on the handful of foreigners almost in his grasp. The usurper's well-known character is not such as to encourage any ideas that he will interfere to preserve the hated aliens. Related by their success over Admiral Seymour's too scanty command the ex-Imperial troops cannot fail to think themselves the match for all nations which the Manchu party has encouraged them to believe. The moral effect of the repulse of the Peking relief force must have been absolutely disastrous.

The question arises, Did the Ministers do right in insisting on remaining at Peking while it was yet possible for them to leave in safety—say, at the beginning of June, when the contingent of three hundred and thirty mixed troops had arrived by the then intact Tientsin-Peking line to guard the Legations? It is an undoubted fact that they could then or in the course of the next few days have left Peking and retired to Tientsin, intimating to the Imperial Government that they were obliged to take this extreme measure owing to the improper way in which the "Boxers" were being dealt with and the consequent danger to the lives of all foreign residents in Peking. They could so have done, we say, but we admit that the step would have been unconventional and would indicate an anticipation of the future and almost a touch of genius, which we have no right to look for in Ministers. The advantage of the presence of the Ministers in a place where they could be in touch with their naval forces is indubitable. The Ministers are men experienced in Chinese affairs; the Admirals for the most part are not. Had the former been in a spot where they could keep up a communication with their home Governments, we should not have seen all this friction and waste of time which has been occasioned by the division of authority, when the Admirals have been obliged to telegraph to the home Authorities for instructions in matters of which the latter have next to no knowledge, cut off from those whose business it is to know. It must be granted that ordinary man could be expected to foresee accurately the rapidity with which the danger developed in Peking, and when once the crucial moment for escape had passed any attempt to retreat from Peking would merely have brought on a terrible disaster. After the first week in June the Ministers rightly saw that it was their duty to remain; if they did not wish to precipitate a general outbreak at once. Next week the line between Peking and Tientsin was wrecked, and all thought of escape had such been entertained, would have been necessarily abandoned.

There remains the matter of the ultimatum which led to the capture of the Taku Forts on the 17th ult. It must be supposed that the naval commanders, like the Ministers before them, could not believe in the determination and solidarity of the forces against them. It seems otherwise hard to justify an order, capable of being misinterpreted as a declaration of war, at a time when the diplomatic representatives of the Powers concerned were shut up in the enemy's capital, with a guard quite inadequate in the worst event, and a force of only two thousand men were proceeding on a perilous errand at a distance from their base. The policy which was pursued is difficult to explain. Later perhaps we may be able to disentangle the actual story from amid the mass of inconsistencies and false reports. Until then we can but wait and wonder.

The telegram which reached us last night just before we went to press, if confirmed—and it is generally believed in Shanghai—justifies our worst fears. We may hope against hope, and at any rate not resign ourselves to receiving the rumour as a fact until it is supported by official intelligence. Unfortunately, if not yet true, it looks like a presage of the actual evil to come.

In the 24 hours preceding noon yesterday there were reported eight fresh cases of plague and nine deaths.

Yesterday being Independence Day the warships in the harbour were gaily decorated with bunting, and many of the American firms held open house.

We received yesterday from the U. S. Consulate General the following typhoon warning, dated Manila, 3rd July, 9 p.m.:—"Depression far out in the Pacific—probably east of Luzon."

Mr. G. H. Lamont offered for sale by auction yesterday afternoon Rural Building, Lot No. 69 (situate at the Peak), together with the European dwelling house erected thereon, and known as "Bahar Lodge." The area of the lot is 14,513 square feet. The property was withdrawn at \$17,600.

The body of a Chinese fisherman, employed on trading junk No. 408 was taken to the Mortuary on Monday night. When the junk was at Tai Kok Tsui the deceased and two other men were working at a windlass raising the sail when a pulley broke. In consequence the windlass commenced to revolve at a terrific rate, and the deceased was crushed between the spokes and the deck, his throat and face being terribly torn. The two other men were also injured.

The two American prisoners who escaped from the U.S. Transport Hancock were seen walking on the Bund, Nagasaki, on the 27th ult. on their way to the American Consulate. To a representative of the Press they stated that they had been on a pleasure trip to the interior, and that their finances were now low, they had decided to give themselves up. They have been sent to the Seaman's Home, and they will remain there until provision can be made for sending them across to America. The other three prisoners who escaped were still at large on the 28th ult.

The German mail of the 30th May was delivered in London on the 30th ult.

The plague has reappeared at Osaka, four cases being reported in the last issue of *the Yokohama Chronicle*.

A St. Petersburg correspondent says the *Nagasaki Press* states that shipbuilding yards, chiefly intended for the construction of torpedo-boats and the putting together of torpedo-boats dismantled from Russia, are shortly to be erected at Port Arthur. The component parts of ten torpedo-boats will be forwarded to Port Arthur.

The German paddle steamer *Sut Hsing*, Capt. H. Papl, arrived at Singapore from Bremen early on the 28th ult. on her way to Shanghai, whither she was to proceed on the 30th. The *Sut Hsing*, for which the local consignees are Messrs. Gillfillan Wood and Co., is a newly built vessel of 354 tons; this being her maiden voyage to the Far East.

As we have previously stated, in consequence of China's strained relations with the other Powers, the steamers of the China Merchant's Steam Navigation Company have been transferred from the Chinese flag to the British (13), American (five), and German (three) flags. The names will be as before, except in the case of the *Yang Ching*, which reverts to its old name of the *Daybreak*.

From a classified list of the Japanese Navy published in the Japanese native press, it seems that Japan has at present 135 vessels, including 6 first-class and 2 second-class battleships; 6 first-class, 9 second-class, and 5 third-class cruisers; 2 first-class and 13 second-class gunboats; 4 despatch boats and 10 coast defence ships; 1 torpedo tender and 12 torpedo-boat destroyers and catchers; as well as 7 first-class, 31 second-class, and 27 third-class torpedo-boats. These figures, however, include the battleships and cruisers now being built in Europe and also a despatch boat is under construction at Yokosuka.

The new Trans-Siberian railway, when complete, is to be the safest, cheapest, and most comfortable in the world. So says M. Leroy-Beaulieu in *La Revue de l'Asie*; and he ought to know, having spent the best part of a year on Siberian soil. The safety of the Manchurian line will be due to the absence of the rugged terrain, not a single tunnel being necessary, between the Ural and the Amur—that is to say, from one end of Siberia to the other. As to cheapness, a first-class ticket from Paris to Peking (via Siberia) will be half that of a journey from Marseilles to Hongkong—namely, something under a thousand instead of nearly two thousand francs.

A Seoul correspondent of the *N. C. Daily News* writes:—"The charred little finger of the late Queen, that was buried with so much éclat in the Mausoleum outside the East Gate, is resting peacefully. The Emperor has dreams at night of coffee-plots, returning rebels, etc., and it has been all unmistakably traced to the currents of influence, underground, that run from the Queen's grave. Geomancers declare that these connecting lines are tangled up, and are now tugging in a tangled, constricted state, and that there will be a big pyon (catastrophe), unless His Majesty changes the grave at once. It signifies several millions of yang, unlimited plunder, for the soothsayers, and so they all favour it. The order has gone forth and the charred remains are to be moved to a point sixteen miles farther out. The Electric Car Company, under the management of an up-to-date American, has taken advantage of this, and has secured a concession to build a line to connect the city with the charred finger. If once the Emperor gets it into his head that the current of evil influence is in any way associated with the 'spirit' wire, that stretches along the track, he will make short work of the Car Company. He tolerates it because he is the largest stockholder, though he views the humming noise that the 'business' makes with apprehension. The good women of his Empire come out at night stealthily and sacrifices to the devil in the poles, and this, he supposes, has a saving influence."

No sooner had Inspector Baker turned in at No. 7 Police Station, after attending the fire in Des Vaux Road that night, than he was roused up by Chinese Constable No. 247, who brought in a man whom he had arrested for burglary. The constable happened to be in U Lok Lane, off Third Street, when he saw a man coming out of a house there. When asked where he was going the man said he was bad in the stomach. He looked rather funny about that part of his anatomy and the Constable insisted on seeing what was the matter. He accordingly unbuckled the man's coat, and found a pair of trousers concealed underneath. As he had apparently not come by the trousers honestly he was taken to No. 7 Police Station and looked up. About two hours afterwards a resident of U Lok Lane made his appearance. He reported that his house had been broken into. He bolted on his door having been thrust back by a knife. Five pieces of clothing had been stolen together with \$100 and a pawn ticket. He identified the trousers found on the man already arrested as his property and also some other clothing which he was wearing at the time. When the man was taken to the Central Police Station yesterday morning he was found to be Wong Kam, an old offender against whom there were already three convictions and who had been punished only last year. For breaking and entering the house the prisoner was sentenced to six months hard labour and for disobeying the order of banishment 12 months hard labour.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 4th July, 10.12 p.m.

TERRIBLE NATIVE REPORT—BELIEVED IN SHANGHAI.
GENERAL MURDER OF FOREIGNERS
AT PEKING.

A Chinese report, which is generally believed here, states that all foreigners in Peking have been murdered, the Emperor Kwang Hsu poisoned, the Empress Dowager's rule abolished, and General Nieh with 30,000 troops is marching on Tientsin.

HOW THE POWERS GRASP THE SITUATION.

It is reported that Japan's intended expedition has been stopped by international jealousies.

LONDON, 3rd July, 8.10 p.m.

KAISER'S STRONG LANGUAGE TO GERMAN REINFORCEMENTS.

The Kaiser, addressing the German reinforcements for the China Station before their departure from Wilhelmshaven, described the murder of the German Minister at Peking as a crime of unspeakable insolence and horrifying barbarity. The German flag, he said, had been insulted and the Empire treated with contempt. "This demands exemplary punishment and vengeance."

THE WAR.

LONDON, 3rd July, 8.10 p.m.

IMPORTANT CAPTURE IN THE TRANSVAAL.

Lord Roberts reports that Generals Hunter and Macdonald have met at Frankfort. Lord Methuen has captured Commandant De Wet's scouts, and also Mr. Wessels, the head of the Bond, General Clery has occupied Greylingstad.

SANITARY BOARD.

A Meeting of the Sanitary Board will take place to-day, Thursday, 5th July, at 4.15 p.m. Agenda of the day:

- 1.—Minutes by the Honorable the Colonial Secretary and the Medical Officer of Health relative to the powers of the Board in dealing with insanitary property.
- 2.—Minute by the Medical Officer of Health relative to the proposed Sanitary Works for 1901.
- 3.—Report of the Committee on the subject of Urinals in the City of Victoria.
- 4.—Reply from Government re extension of the provisions of the European District Reservation Ordinance to a portion of the Kowloon Peninsula.
- 5.—Reports on Anti-plague Serum and minutes by the Acting Principal Civil Medical Officer and the Medical Officer of Health.

G. A. WOODCOCK, Acting Secretary.

- 1.—Minute by the Medical Officer of Health relative to smoke nuisances.
- 2.—An application for exemption from constructing the ground floor of No. 9, Arbutnot Road.
- 3.—An application for exemption from constructing a backyard to Nos. 10 and 14, Gage Street.
- 4.—Statements showing Plague cases and deaths in the Presidency of Bombay for the weeks ending 25th May and 1st June, 1900.
- 5.—Statement showing Plague cases and deaths in Bombay City from 22nd May to 4th June.
- 6.—Portnightly lime-washing returns.
- 7.—Mortality Return from Macao for the weeks ending 17th June.
- 8.—Mortality Statistics for this Colony for the weeks ending 16th and 23rd June, 1900.
- 9.—One application for a licence to keep swine.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE NORTHERN TROUBLES.

3rd July.
SIR,—With reference to your article of Saturday last regarding the northern troubles, there is one point which should not be forgotten, namely, that at the root of it all is the Missionary—as usual—who, by exceeding his rights and privileges has long excited up strife amongst the people. Let us not cloak this fact. It is not so much to religion or Christianity itself that the Chinese are opposed as to the assertion of undue power which missionaries claim over converts, to the detriment of their fellows and the harmony of things in general. China has already three religions, and could, no doubt, comfortably absorb half-a-dozen more; and if missionaries would confine themselves wholly and solely to the simple teachings of their Master, without interference in law-cases, etc., there would probably be no trouble.—Yours, etc., E. POTES.

THE CRISIS IN CHINA.

THE REMOVED BURNING OF THE BRITISH LEGATION.

All reports to the contrary notwithstanding, H.E. Major-General Gascoigne had not received any telegram announcing the burning of the British Legation at Peking up to 10.30 last night. In this case, the fear seems to have been further to the thought, but our Shanghai telegram unfortunately only tells a more terrible tale than the supposed official message.

NEW GARRISON FOR HONGKONG.

Preparations are being made for the accommodation of the Indian regiments which are coming to Hongkong. As there will not be room for the whole of them in the Barracks at Kowloon, marshals are being put up for the remainder.

THE "HINSHANG."

The *Hinshang* will in all probability return north on Friday with stores and a few more troops.

THE PROPOSED GERMAN VOLUNTEER CORPS ABANDONED.

The gentlemen who had given in their names as members of the German Volunteer Corps, to be utilised as special constables, have been informed on behalf of His Excellency the Governor that at present the state of affairs did not warrant the calling out of special constables, but that His Excellency would be glad to avail himself of their services if required. Consequently for the time being at any rate, the corps has been disbanded.

THE SECRET SOCIETIES IN THE NEW TERRITORY.

Owing to rumours that the members of the Triad Society at Sai Kung, in the neighbourhood of Mirs Bay, contemplate mischief, a party of police left for the district yesterday for the purpose of acting as patrol. There is a Roman Catholic Chapel at Sai Kung.

THE STATE OF CANTON.

[FROM OUR CANTON CORRESPONDENT.]

Canton, 3rd July.
It is reported that the Viceroy and Governors of all the provinces have now come to an understanding with the foreign Consuls of all nationalities that they will keep their provinces quiet; this does not apply, of course, to Chihli and Shantung.

Upon the receipt of the official confirmation of the death of the German Minister at Peking the flags of all the Consulates in Shantung were flying half-mast high.

The idea of rumours has now taken quite a turn. Instead of there being a fear of Chinese attacking Shantung, the Chinese are in the utmost terror of foreigners attacking Canton. They say the foreigners have brought up a few gunboats to attack Canton, that they have a lot of lepers on board, and that they want to catch the women and children to put under the foundations for the Canton railway.

WATCHING FOR SUN-YET-SEN AT CANTON.

The *Chun Yot Sai Po* has received information that H. E. Tak Shou, the governor, has received a telegram from the Chinese minister in Japan, announcing that Sun-yet-sen has left Yokohama for Hongkong and asking him to devise plans for his arrest. The Governor has accordingly ordered the commander of the Kwang Hip garrison to keep a strict watch for him.

TWO IMPERIAL EDICTS IN ANSWER TO THE MEMORIALISTS.

[FROM THE "CHUN NGOI SAN PO."]

The following Imperial Edict, dated the 25th ult., has been telegraphed to H.E. Li Hung-chang:—"This decree is issued to acknowledge the receipt of the telegrams sent to the Throne by Li Hung-chang, Li Peng-heng and others. The present crisis has broken out accidentally, but it is not an imaginary one. The Throne, having been hitherto very careful to maintain friendly relations with the foreign Powers, does not venture on war in a thoughtless spirit. With regard to the question of strength and weakness between China and the foreign Powers it is not only men of sense who perceive it is a matter of common knowledge. When the Boxers commenced to burn the churches and kill the missionaries and their followers, whose enemies they are, we took into consideration the questions of suppressing them or of exhorting them to return peacefully to their own homes, both of these courses presenting difficulties. On the 18th ult. the foreign man-of-war of different countries assembled at Taku asked for the Taku forts to be handed over to them not later than 2 p.m. on the 17th. As Lo Wing-kwang, the officer in charge of the forts, did not comply with their demand, they accordingly opened fire, which Lo Wing-kwang was compelled to return. The encounter lasted for some time and the forts were at last taken. Thus war was first declared by the foreigners, and not by us. Now both people and soldiers have been greatly enraged, so that the Legations in Peking are in a most dangerous position. We still do our utmost to protect the Legations. The above is a full account of the critical state of affairs at present in Peking. It is too far to forecast whether the position will turn out ill or well. You Viceroy and Governors should all obey the Imperial decrees, and every one must do his duty, watching carefully the opportunity and the position, to the utmost of his ability."

The Viceroy has also received the following Imperial Edict by telegraph:—"An Imperial decree issued yesterday saying that either to suppress the Boxers or to exhort them to return to their own countries presented difficulties, and that it is the foreign Powers who first declared war. has been telegraphed to Li Hung-chang, Li Peng-heng, Liu Kung-yi and Chang Chih-tung. That all the Viceroy and Governors, taking the strength and position of China into consideration, do not like to enter on war, is a wise course for the protection of the country, but

by now the Boxers who arose only a few months ago have spread all over the city of Peking, numbering one hundred and more thousands. The common people, the soldiers as well as the attendants in the houses of Princes and Dukes, are swelling their numbers and uttering the same threats of butchering their enemies, the foreign missionaries. They can never be made to stand together with the foreigners. If we are going to suppress them the calamity will be upon us at once and very many lives will be lost. We therefore try to make the best of a bad case and to solve the difficulty gradually. The telegraphic memorials speak of our trusting the magic of the boxers to protect the country, but you must understand that the Throne, being hard pressed, cannot help letting the Boxers alone. If you Viceroy and Governors know that the present crisis is so severe you will feel no rest in your sleep and be unhappy at your dinners. You must therefore make careful enquiries about the particulars of the position, and use no more such language in your memorials. The present position is destined by Heaven in conjunction with the feeling of the people, so that we cannot help going to war. You Viceroy and Governors of different provinces should not hesitate to organise soldiers and raise war funds to protect our boundaries. The viceroy and governors are responsible for any loss of land. This is to notify all the Viceroy, Governors and Tartar Generals.

CHINESE RUNNERS.

There are a certain number of enterprising Chinese who, in consideration of high pay, undertake to deliver messages for foreigners by travelling through the native line. The *Nichi Nichi* correspondent at Tientsin relates the experiences of the Japanese Consulate in receiving news from Peking by these messengers. The latter are dressed like ordinary Chinese farmers and the despatches are concealed in their stockings. The couriers all tell of the perilous position of the Legations. One of these secret Chinese messengers from Peking brought letters to the Japanese Embassy brought letters to the Japanese Embassy. He said that no violence had been hitherto done to the foreigners in Peking, but on the day (15th inst.) he left the city the Boxers and the guards of the Legations in a great body, and the guards of whom there are not more than 300, were fighting desperately. He further said the insurgents are committing all sorts of atrocities on the natives and destroying much property.

DETAILS OF OUR INDIAN REINFORCEMENTS.

The Bangalore papers which reached the colony give the following telegraphic particulars about our Indian reinforcements:—

Simla, 19th June.

Two companies of the 8th Bombay Infantry from Ahmednagar relieve the detachment of the 22nd Bombay Infantry at Indore on the latter proceeding to China. The whole force for China probably embarks at Calcutta.

Instructions have been issued for the taking up of the transport for the regiments ordered to China. Both the 7th Bengal Infantry and the 1st Sikhs will most probably embark at Calcutta. The 2nd Madras Infantry from Barrackpore relieve the 7th Bengal Infantry at Calcutta. The rumour that two Cavalry regiments are also to go appears to be without foundation. Allahabad, 20th June.

In continuation of previous orders the following force has been ordered to mobilise and proceed to China forthwith: The 1st Bengal Lancers (Lucknow), 1st Madras Pioneers (Bangalore), 7th Bengal Infantry (Port William), 22nd Bombay Infantry (Bhow), 1st Sikh Infantry (Kohat), 24th Punjab Infantry (Rawalpindi), a company of Madras Sappers and a Battery of Field Artillery.

From this force two regiments of Infantry will be selected by the General Officer Commanding the garrison Hongkong, the remainder being available for active operations. The Staff of the expeditionary force has not yet been sanctioned. I believe a Brigadier-General with the customary Staff, plus Commissariat and Transport officers, will be sent. I presume a coolie corps will be raised locally when the force takes the field in China.

The Native Regiments forming the China Expeditionary Force will take the 303 rifle as their arm. The 24th Punjab Infantry received this rifle some weeks ago and there will be ample time on the voyage for the sepoys to be taught the mechanism of the Lee-Metford, while their ability to shoot straight with it admits of no doubt.

Simla, 20th June.
The Medical units ordered to China are Native Field Hospital No. 39 from Jullundur, No. 42 from Umballa, No. 43 and 44 from Lucknow, No. 47 from Mhow and also No. 4 Field Medical Store Depot from Calcutta, 200 beds Native General Hospital from Calcutta and Section B, No. 22 British Field Hospital from Calcutta.

The following is the Staff of the China force: Major-General in Command Sir A. Gascoigne, Brigadier-General and Second-in-Command Brigadier-General E. G. Barrer, A. G. and Q. M. G. Lieutenant Colonel O'Sullivan, R. E., D. A. A. and Q. M. G. Captain Phillips, 5th Gurkhas; Brigade Major Captain Gormy, 2nd Sikhs; D. A. Q. M. G., Intelligence, Captain Norris, Middlesex Regiment; Field Intelligence Officer, Captain Ray, 7th Bengal Infantry; Special Service officers, Captains Mockler, 30th Madras Infantry, Barrow, 4th Bengal Lancers, and the Hon. H. Napier, 1st Central India Horse; Signalling Officer Captain Rigby, Wiltshires; Provost, Marshal Captain Low, 9th Bengal Lancers; P. M. O. Colonel Bockey, 1st M. S. Commissariat and Transport Major Hutchins and Captain Young, D. A. A. and Q. M. G., at the Base Lieutenant Colonel Swann, 1st Bombay Infantry; Commandant Native Base Depot Major Delamain, 23rd Bombay Infantry; Adjutant Base Depot Lieutenant Creagh, 4th Punjab Infantry.

Calcutta, 20th June.
The British India steamers *Palamcottah*, *Nerbudda*, *Umpta*, *Umda*, *Umda*, *Zibangha*, *Nuddea*, and the Asiatic Company's *Nairang* have been chartered to convey troops to China.

Simla, 20th June.
An additional company of 4th Sikh and Punjab Mahomedans is to be added to the Hongkong and Singapore Battalion of Artillery.

Simla, 21st June.
No. 3 Co. Madras Sappers has been selected for service in China.

Allahabad, 21st June.
General Gascoigne's qualifications for command were amply proved during the Irish campaign. General Barrow, as former Commandant of the Hongkong Regiment, has special knowledge of China.

Simla, 21st June.
The following are additional appointments to the Staff of the China Expeditionary force: Commanding R. E. Major Scott Moncrieff; Assistant Field Engineer Lieutenant Cowie, R.E.; Brigade Signalling Officer, Lieutenant Scott Elliot, 4th Madras Pioneers; Transport

Officers Major Radcliff, 3rd Madras Infantry, Captains Douglas, 2nd Bengal Lancers, and Stothard, 4th Lancers, Hyderabad Contingent, and Lieutenant Twiss, 25th Madras Infantry.

A Brigade Commander will be appointed. An Assistant will be appointed. A Base Commissariat Officer will be appointed. A Brigadier General Barrow commands the Infantry Brigade.

Simla, 21st June.

The Native Infantry and Pioneer Battalions comprising the China Force will each be provided with the full field service complement of twelve British officers, and field service staffs of equipment being supplied all round. One photographic section and one printing section, both R.E., from Bangalore accompany the Force. The Engineer Field Force at Fort William, Calcutta, will be mobilized and despatched with the Force. Also one Ordnance Field Park and eight special signaling units, namely one from Bengal, four from Bombay and three from Madras. A hospital staff will be taken up and equipped by the Army Medical Department, and a Telegraph section from the Madras Sappers, including two British N.C. Officers and the usual establishment, will also be sent. Mark II. ammunition will be supplied all round to the force. A section of the Commandant's office from Delhi goes as Base and Line of Communication's office with the Force and is being despatched accordingly to Calcutta.

An additional D. A. G. is being appointed on the Staff of the Presidency District to assist in the embarkation. One transport has already been taken up and arrangements are rapidly being made for the remainder. Land transport arrangements will be under the direction of a Commandant with one Second-in-Command and one Company Commander. One pack mule transport is being taken, but arrangements are being made for the force to be accompanied by three hundred coolies and 500 mulebarrows.

No officers belonging to the Force will be permitted to act as Press correspondents. Unattached officers, or others desiring to act in this capacity must apply to the Adjutant-General, India.

THE DISASTER IN DES VEAUX ROAD.

In our issue of yesterday we briefly stated that the previous evening in a couple of houses had collapsed and one caught fire. Further particulars are now to hand.

At about nine o'clock a report was made at No. 7 Police Station, West Point, by Indian Constable 740 that the house No. 239, Des Vaux Road, had collapsed and another caught fire. Inspector Baker and a body of firemen, were soon on the scene with a despatch box. They found that the wall dividing 239 from 240 had given way and caused 239 to collapse and a portion of 240, the disaster being due to the weight of 8,000 piculs of rice stored against the wall. The shop 240 contained a large quantity of matting, and this had been set on fire through the overturning of a lamp.

When the firemen arrived they found a number of Europeans busily engaged in extinguishing the flames. There was only one man on the premises at 239 when the accident took place, and he escaped, but the police learned that of the three men known to be in 240 only one was seen to get away, and accordingly the firemen set to work to find the other two. Fireman McVickers soon came across a *fold* buried under the debris near the door. He extricated him, and found that he was not much worse for his experience. This man stated that the accountant was in the first floor in a cubicle at the back of the premises, and that when he last saw him he was seated at a table writing by the light of a lamp. By this time the fire had got such a hold that there was not the slightest chance of saving the accountant. When the flames had been got under somewhat the charred body of the accountant was found in a standing position, with one arm over a rail. Close beside him was what had apparently been an account book, so that the police at once concluded that the fire had been caused by the upsetting of the lamp by which the man had been writing.

It was close on midnight before the police took their leave. Comparatively little damage was done to the rice—only about £200 worth being destroyed, but the contents of the mat-shop were almost completely demolished.

A gentleman who was one of the earliest arrivals on the scene and who took a prominent part in the rescue work—indeed it was owing to the labours of himself and his friends that the life of one unfortunate Chinaman was saved—has kindly given us an account of what he saw. When he arrived with three companions, at about 9 o'clock, the fire had already taken hold of the ruins, and quite a crowd of Chinese was watching. A Chinaman was found crushed between some scaffolding, his body being free but his arm under quite half a ton of wood. The four new arrivals and a Sikh watchman at once set to work to get him out. The scaffolding was too heavy to be lifted without mechanical assistance, so the side-arm of a lukong on the spot was borrowed, and an attempt made to cut away the wood, without success. Next the rescuers tried to lever it up, but again failed. At this point two of the Messrs. Muesse arrived with a hose from the neighbouring Gas Works, and soon this was playing on the fire, which had become threatening. The Sikh managed to get hold of a saw and with this a fresh attack was made on the woodwork imprisoning the Chinaman. After it had been sawn half through, the job was completed with a lever, and the Chinaman was set free, an Inspector arriving just as the operation was completed. By this time the first fireman arrived—it was about 9.20—but there was no hope with him. The Chinaman who had no narrow an escape said that he thought that there were at least two of his companions among the ruins, but he did not know where they might be. A search for them would have commenced, but at this point more firemen arrived, and the rescuers were unconsciously told to move out of the way. This seemed to them rather ungrateful as they had worked so

hard and reduced themselves to a sad plight through the combined action of the fire and the water with which they were utterly drenched. However, as they felt "not fit to be seen" and there was so little official appreciation of their work, they had nothing to do but to retire. The younger of the Messrs. Muesse (whose assistance alone enabled the others to set the prisoner free, as otherwise the fire must have reached him before he was got out) lost a couple of rings, which were torn off his finger by the force of the water; and our informant had his glasses smashed.

VICTORIA RECREATION CLUB.

REPORTS OF THE SUB-COMMITTEES.

The following are the reports of the sub-committees of the Victoria Recreation Club for the year 1899.

BOAT-HOUSE SUB-COMMITTEE.

The following is a list of boats at present the property of the Club:—

		Condition.
5 New Four-Oar Boats	...	Good.
2 Tubs	...	New.
3 Randon Gigs	...	Good.
2 Dinghies	...	Good.
Ours.		
Four Oars	24	New
2 Tubs	26	Fair
Double Sculls	16	"
Single	2	"
Tub Oars	14	"

During the past year the Boat-House Sub-committee have noted with regret that the same interest in rowing as in former years has not been maintained.

The Annual Regatta was held on the 20th and 21st December, when the International Challenge Cup was once again won by the representatives of Scotland, Portugal being the only other nationality represented. The number of members taking part in the Regatta was about the same as in 1898, but the rowing generally displayed showed a very distinct falling off from that of previous years. We would again point out the great advantage all rowing men and especially beginners would gain if they would obtain the services of some of the more experienced rowers to coach them.

The matter of new pair oar and double sculling boats will engage the attention of the new committee.

E. D. Sanders, A. Denison, Geo. A. Caldwell, Boat-House Sub-committee.

BATH-HOUSE SUB-COMMITTEE.

Since presenting last year's report no improvements have been made in the old structure for fear that notice for immediate removal might be given by the Naval Yard Contractors at a moment's notice.

The Committee have hopes that a temporary site will be granted by the Colonial Government until arrangements can be made for new permanent premises.

The Aquatic Sports held on the 25th, 26th and 27th September last were carried out as usual in a most successful manner and in the presence of His Excellency the Governor, Sir Henry Blake and Lady Blake, there being also a good attendance of ladies and gentlemen spectators.

Mr. A. A. Alves is to be congratulated for being the best all-round swimmer during the meeting. The water polo again proved a great success and the promoters of the Water Polo Association deserve great credit for arranging the competitions. Our thanks are due to Lady Blake for kindly presenting the prizes to successful competitors and to the donors and subscribers for their generous contributions.

M. A. A. Sousa, T. H. Reid, T. Meek, Bath-House Sub-committee.

GYMNASIUM SUB-COMMITTEE.

No competitions were held in the Season 1899/1900. Classes have been fairly well attended.

The Athletic Sports were held on the 31st March, and we regret that the entries were smaller than, and competition did not come up to the standard of former meetings. We tender our sincere thanks to the donors and subscribers for the generous way in which they recognised the meeting.

Frank Lamont, W. Armstrong, W. S. Bailey, Gymnasium Sub-committee.

BAR SUB-COMMITTEE.

The Bar Committee have much pleasure in presenting you with the Annual Report.

As will be noted from the annexed statement, the return exceeds that of previous years.

M. A. A. Sousa, Theo. Meek, Bar Sub-committee.

Value of stock 31st December, 1898.	£ 494.37
Less: 1899/1900.	30,426.77
Purchases to 31st December, 1899.	9,929.00
Wages	1,739.91
Balance	£31,714.85

Total value of gifts to 31st Dec.	£13,446.82
Less: 1899/1900.	30.80
Balance	£13,416.02

Bank interest	60.33
Stock to 31st December.	60.33
Less: damaged.	17.57
	£31,714.05

HONGKONG VOLUNTEER CORPS.

KOWLOON DETACHMENT.

The fifth competition for the Gilles Cup took place on the Association Range, Gunner W. Stewart proving an easy winner with the net score of 102 points. The best scores were:—	
200 400 500 H. Cap. Total.	
Gunner Stewart	34 34 34 scratch 102
Gunner Lapley	29 34 30 3 86
Bomb. Deas	28 20 26 15 89
Sergeant Butler	29 29 22 3 83
Gunner Battery	33 25 19 scratch 77
Gunner Baldwin	29 30 18 77
Corporal White	25 25 19 5 74

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 3.30 a.m. Tuesday, the 3rd inst., and left again at midnight for Nagasaki and Shanghai, and is due to arrive at Shanghai at 7 a.m. on Saturday, the 7th July.

The H. A. I. steamer *Holstein*, from Hamburg, left Singapore for this port 30th June, and may be expected here on or about the 6th inst.

The rapidity with which London was reached on the night of the 18th of May was rivalled, if not eclipsed, many years ago by Falkirk, in *Stirlingshire*. *Donnerstag*, one of the horses of C. J. J. Merry, a gentleman intimately connected with the town, won the Derby, and the news was at once telegraphed by the fortunate owner, who possessed *Marie Stuart* as well, the winner, subsequently, of the *St. Leger*. In less than an hour Mr. Merry received the reply, "Falkirk drank to a man!"

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 3rd July.

A NEW GOVERNOR.

The recently appointed Governor of this Colony, Senhor Alvaro Ferreira, having requested the Portuguese Government to exonerate him from the post, the home authorities telegraphed to-day announcing the re-appointment of Senhor Horta e Costa, ex-Governor of the Colony. He is, it is announced, leaving Lisbon within three days' time. With His Excellency are coming out the troops which are being sent to increase the garrison of the Colony.

[FROM ANOTHER CORRESPONDENT.]

Macao, 3rd July.

A telegram has been received announcing the re-appointment of Senhor José M. Horta e Costa as Governor of Macao. Senhor Horta e Costa leaves for his post to-day, and is due in Macao about the beginning of August. Macao is much to be congratulated on Senhor Horta e Costa's return as Governor, not only for what he has previously done on behalf of the Colony, both as *Deputado* and Governor, but also for being the right man in the right place, besides he was very much liked by the inhabitants of Macao.

Senhor Lello, who is now administering the Government, will resume his post as Colonial Secretary General on the arrival of Senhor Horta e Costa.

The Lisbon Government has finally done justice to Macao by having these two worthy officials replaced into their former posts, especially at the present crisis, when an energetic Governor and Secretary are greatly wanted.

I hear that Senhor Horta e Costa is vested with full power to suppress the irregularities and abuses which are said to prevail in some particular Departments, and that very likely the first one to be dealt with will be the "Fazenda."

Great precautions are being taken in Macao for any sudden outbreak against the inhabitants by the Chinese. At present everything is quiet.

AGUINALDO'S NEW PROCLAMATION.

The text of the following proclamation by the Filipino leader has been privately communicated to the *Singapore Free Press*, from whose columns we quote it:—

In accordance with the humanitarian principles followed by our Government and army, I make known to my beloved people that all those who have no official duties to discharge may, as far as we are concerned, retire into private life to attend to their own business at their own homes, even in cases where their towns are occupied by the enemy. I only ask them to observe strict neutrality, and in case the "Imperialists" attempt to enlist their aid either by threats or by other means, I leave it to the calm judgment of the people to adopt whatever line of action is best, because I am thoroughly satisfied that they are all perfectly loyal.

Our Government does not now require any very large body of troops, but only sufficient to maintain a force in the field and perform other duties. You may, moreover, rest satisfied in the knowledge that our army which has suffered so much will not pass its efforts as long as there are any strangers in the land trying to enslave the Philippine people. The Philippine army would a thousand times rather die in defence of justice than submit; and, in truth, what is life worth, without honour, and in slavery? Pitiful it would be, after more than three centuries with our ancient mother Spain, which gave us our civilization, to let ourselves fall under the domination of strangers who wish to force upon us new manners and customs, as for example their language, which we would have to learn the children again to learn. Keep in mind the saying—"Ang laip na diat ay makirap nang mabagal." "The fruits of civilization enter into the soul never to be displaced."

Does the leader say that we must be governed according to the laws taken over from Spain? I think I am not wrong in believing that we know a little more about that than the newly arrived foreigners. A people that has known enough to recover its independence knows enough to use it.

On the other hand, this war, which we are waging against the Imperialists, is beneficial to us inasmuch as it enlightens our people and brings out all their best points; and, the more lives we lose, of our beloved brethren in arms, the stronger becomes our feeling of patriotism and solidarity.

But we must not forget that, having once become independent, we must take care not to promise more arrival here, saying they came to help and help the oppressed people, and to make them free and independent, and to build up for us a government of our own, with a distinctive national flag of our own, a binding promise on their own conscience and in the sight of all the great nations.

And I call the civilized world to witness that the Philippine people and army have not forgotten broken the convention of alliance and friendship which they made with the first representative of the United States that came here, namely, Admiral Dewey, through the medium of the American consuls in Hongkong and Singapore. And so strongly is the heart of my people animated by that famous convention, that, on seeing the American soldiers who had fallen into our hands, the people and army of the Philippines cried out with one voice to liberate them immediately, saying: "We don't want and we won't have war against the United States."

"The sons of that mighty nation are our friends and brothers."

"We only defend our recovered independence against the Imperialists and asked for recognition."

"We therefore give back to the United States her sons that have fallen into our hands, because our brothers and friends cannot be our prisoners."

In face of this unanimous petition, which agrees with my own feelings, I set the prisoners at liberty, authorizing the Secretary of War to return them to General Otis.

In America, there is a great party that insists on the U. S. Government recognising Philippine independence. They will compel their country to fulfil the promises made to us in solemnity and faith, although not put in writing. For this reason we must show our gratitude and maintain our position more resolutely than ever. We therefore pray to God on high that the great Democratic party of the United States will win the next election, and that Imperialism will fall in its mad attempt to enslave us by force of arms.

We may have our hopes on the right feeling of the American people. There are, moreover, some Americans here in the Philippines who have joined our side, because they disapprove of the war which Mr. Atkinson calls criminal aggression, and these Americans when offered the chance to return to their own country, have declined.

Of my beloved compatriots, turn your eyes on the loveliness of our virgin mother country, and in filial pity bring each of you a handful of ashes to scatter over her naked beauties, to hide them from view, lest they excite the passions of strangers, and cause her to be outraged.

In conclusion, I repeat to my compatriots that they should conceal the beauties of the Philippines and the riches of the country, in order that the grasping Imperialists should not cause us any more trouble, and we shall enjoy everlasting peace.

EMILIO AGUINALDO.

EYE-SIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at

W. BREWER & CO.

which, during my absence, will be in charge of Mr. McIVER, Member P. H. Socy.

A Register of all Glasses supplied my constituents in the Far East is kept here and any kind of ordinary or special lenses can be obtained.

REPAIRS A SPECIALTY.

N. LAZARUS.

Hongkong, 24th May, 1900. 1532

THE GREAT QUESTION OF THE DAY.

There will commence Next Week in the

HONGKONG DAILY PRESS

A SERIES OF SPECIAL ARTICLES.

Edited.

THE BRITISH ARMY:

WHAT IT IS AND WHAT IT OUGHT TO BE.

BY

H. O. ARNOLD-FORSTER,

M.P.

PROGRAMME.

- 1.—PERSONAL, INTRODUCTORY, AND EXPLANATORY.
- 2.—THE DANGER TO THE STATE.
- 3.—THE PRESENT WAR AND ITS LESSONS: WHAT MIGHT HAVE BEEN, WHAT IS, AND WHAT MAY BE.
- 4.—THE FAULTS OF THE PRESENT SYSTEM—I.
- 5.—THE FAULTS OF THE PRESENT SYSTEM—II.
- 6.—WHO IS RESPONSIBLE, AND WHO IS TO BLAME?
- 7.—HOW CAN MATTERS BE MENDED, ON WHAT PRINCIPLES AND BY WHAT PERSONS?
- 8.—THE ORGANIZATION OF THE EMPIRE FOR WAR.

SYNOPSIS.

It is proposed to show that the condition of the Army is not satisfactory, and that the safety of the country and of the Empire is in danger by this unsatisfactory condition.—The real lessons of the present war.—The danger which exists lest the lessons of the war should be misunderstood and misapplied.—What has been done well, and what has been done ill.—What might have been the case had we been engaged in foreign war, and what may yet be the case if we are engaged in such a war before we have had time to prepare for it.—Why the present system is inherently faulty.—It is not based upon a coherent plan; it is known what the Army is intended to serve; there is no preparation in time of peace for the exigencies of war. Shortly speaking, the management of the Army is unsatisfactory and wrong; it does not accord with business experience or with common sense.—The actual organization of the Army is faulty, e.g., the competition between Regulars, Militia, and Volunteers.—The lack of Artillery.—Special faults. The Battalion organization, &c.—The responsibility of the present state of things. With the Secretary of State in the first instance, and the Government. In the second place, with the War Office; not with the public.—The kind of re-organization which is necessary.—The new proposals, their character and value.—On what points which have been omitted.—The Empire must be organized as a whole.—Incorporation with the Great Colonies.—How this may be done.—The true strength of the Empire if properly organized.—Its great weakness at present.—Conclusion.

Hongkong, 3rd July, 1900. 1838

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOUS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. 1916

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at ELDER POINT at Moderate Rates.

Wm. FARLANE, Manager.

Hongkong, 17th February, 1899. 189

AMOY.

FOR SALE, as a going concern, the "AMOY HOTEL." Well furnished throughout.

Apply by Letter to—HOTEL, Care of Hongkong Daily Press Office.

Hongkong, 20th June, 1900. 1729

PUBLIC COMPANIES.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, at which day the CALL now advertised will be PAYABLE.

By Order, A. SHELTON HOOPER, Secretary.

Hongkong, 19th June, 1900. 1776

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

- 1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$25 now standing to the credit of each Share.
- 2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 28th March, 1900. 1916

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 4, QUEEN'S BUILDING, on SATURDAY, the 7th July, at 12.15 p.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th June, 1900. 1759

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1900, will be PAID, on application to the Registered Shareholders in the above Company, on SATURDAY, the 7th July, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 28th June, 1900. 1830

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Offices of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th May, 1900. 1848

NOTICE TO MARINERS.

No. 350.

CHINA SEA.

SHANGHAI DISTRICT.

CHANGE IN CHARACTER OF GUTZLAFF LIGHT.

NOTICE is hereby given that the character of Gutzlauff Light has been changed.

The new illuminating apparatus is Dioptric, Lighting flashing, of the Third Order, showing one white flash every five seconds.

The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77° E. magnetic, from the S.E. of the old light; and the light, which is elevated 283 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles.

The tower is a steel structure, 25 feet high, with a total height, from the base to the lantern, of 403 feet.

The tower is painted white.

Approximate position: Latitude, 30° 48' 37" N. Longitude, 122° 10' 13" E.

By Order of the Inspector General of Customs.

A. M. BISSBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th June, 1900. 1869

1900 1900 1900

INSTANCES

COMPANY.
THE Undersigned, having been appointed
AGENTS for the above Company, are
 prepared to **ACCEPT RISKS** against **FIRE**
 Current Rates.
HOTZ, s JACOB & CO.
 Hongkong, 2nd April, 1900. [1025]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899.

AUTHORISED CAPITAL	£3,000,000	0	0
SUBSCRIBED CAPITAL	2,750,000	0	0
PAID-UP CAPITAL	887,500	0	0
FIRE FUNDS	2,731,183	13	7

The Undersigned, having been appointed
 GENTS for the above Company, are pre-
 pared to ACCEPT RISKS against FIRE at
 current Rates.

SHEWAN, TOMES & CO.,
 Agents.

Hongkong, 22nd June, 1900. [1872

(Established 1828).
Head Office, 15 Rue de la Banque, Paris.
STATEMENT FOR 1898.

aid-up Capital, 2,500,000	}	10,000,000
ability of Share- holders : 7,500,000		
Reserve		11,205,000
premiums to be paid-up in 1899 and following year		79,650,334.70
Total Guarantee. Frs. 100,855,334.70		

... paid by the Company since its

The Undersigned, having been appointed
General Agent for the above Company, is
prepared to accept risks at current rates.
Claims settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st May, 1900. 1922

SUN LIFE ASSURANCE COMPANY
OF CANADA.
HEAD OFFICE..... MONTREAL.
THE above Company is prepared to issue

Immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager,
8, Praya Central.

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined **ACCIDENT and LIFE** Policy is the **MOST ADVANTAGEOUS** form of **INSURANCE**.
A yearly premium of £28 2s. (age 30) secures

£1,000 in case of natural death.
 £1,000 in case of permanent total disablement
 accident.
 £500 in case of partial total disablement by
 accident.
 £6 per week in case of temporary disablement
 accident.
 Accidents insured against for £4 and 12 per
 cent (£1,000 in case of death, by weekly pay-
 ments in case of injury).
 For further Particulars apply to
J. Y. V. VERNON,
 Agent.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1881.
CAPITAL **\$410,000.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against **FIRE**
Current Rates.

Wm MEYERINK & CO,
Agents.

Hongkong, 18th May, 1900. 1612

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents
Hongkong, 21st April, 1897. | 9

PHENIX FIRE OFFICE.

The Undersigned are now prepared to

DOUGLAS LAPRAK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

RANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed Agents for the above Company, are pleased to ACCEPT RISKS against FIRE at current Rates.

SIEMSEN & CO.
Agents.

UN INSURANCE OFFICE. LONDON.
 FOUNDED 1710.
 Undergranted having been appointed
 AGENTS for the above Company, are pro-
 vided to ACCEPT RISKS against FIRE at
 the best Rates.
 SIEMSEN & CO.,
 Agents.
 Hongkong, 10th May, 1892. [25]

any are PREPARED to ACCEPT First
Foreign and Chinese Risks at Current
SIEMSEN & CO.
Hongkong, 29th May, 1895. 126

怡生號。
E. E. SANG & CO.
COAL MERCHANTS
have always on hand
BEST STOCKS EVERY DESCRIP.

No. 68. PRAYA [22]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
149 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, 82.50 per day,
90 and 92, Queen's Road West.

BOOKBINDING

DAILY PRESS OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists. High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CIGAR DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japanese
Cigars, 9, D'Aguiar St. and at Kobe.

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 30a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfast, Dinners, Suppers, Wines, etc.,
with Meals, 84, Queen's Road.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

WING HOE,
Ladies' Tailor, Dressmaker, Draper, 62,
Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Pedder Street.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

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AMERICAN SYSTEM

DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF FOOTE & NOBLE).
Hongkong, 15th September, 1899. [1756]

AN ALARMIST VIEW OF THE
NAVY.

There are dozens of warships in the British
Navy which are as such death-traps as the
Belleisle proved herself to be.

They are filled with wood and are armed with
obsolete guns. In spite of Mr. Goschen's
statement in the House of Commons that the
Belleisle was not set on fire by the shells of the
Majestic, it is difficult to believe that the many
trustworthy correspondents who witnessed the
scene were mistaken.

The consensus of naval opinion is that if any
of these ships ever went into action they would
burn like tar-barrels. They are so full of wood
—and their destruction would be as swift and
as terrible as was that of the *Belleisle*, while their
crews would perish almost to a man.

Here is a list of the sixteen battleships every
bit as dangerous to themselves and those aboard
them as the *Belleisle*—

Agamemnon	Sultan
Ajazz	Hercules
Infesible	Monarch
Superb	Swiftsure
Alexandra	Triumph
Neptune	Audacious
Temeraire	Invincible
Dreadnought	Iron Duke

Everyone in the Navy is well aware that these
ships need only a couple of minutes' fire to be
completely blazing. And these does not by
any means complete the list—others almost
equally fatal are given below. In view of the
lucid light thrown upon the construction of
British battleships the *Daily Mail* has obtained
some valuable information and opinions from
naval experts, the publication of which should
do something to rouse public opinion and force
the Admiralty to take action. It will be seen
from the following interviews that the Admir-
alty has a good deal to learn both from English
and American naval sources.

NAVY LEAGUE'S BLACK LIST.

The Navy League for a long while has
proclaimed the danger of ships filled with
inflammable wood. A prominent member of
the League gave a *Daily Mail* representative
the following list of combustible battleships
containing great quantities of combustible
fittings:—

Nine of the *Majestic* class.
The *Renown*.
Two of the *Centurion* class.
Eight of the *Royal Sovereign* class.
The *Santa Fe*.
Six of the *Admiral* class.
The *Colossus* and the *Edinburgh*.

In addition to these, almost all the modern
cruisers, prior to the *Diadem* class, are in
similar plight:—

Nine of the *Edgar* class.
Two of the *Blake* class.
Nine of the *Eclipse* class.
Eight of the *Astrea* class.
Twenty-one of the *Apollo* class.

The French, this Navy League added, began
in 1890 to diminish the amount of wood in their
new ships. The British Admiralty did nothing.
In 1894 the battle of the Yalu showed that
the French were doing the right thing; but
the British Admiralty did nothing. In
1898 the battle of Santiago repeated the lesson,
but still the British Admiralty took no action.

At last the destruction of the *Belleisle* has
brought the lesson home, and it is no longer
possible for the British Admiralty to wait.
"Seven of the *Royal Sovereign* class, which are
in service in the Channel and Mediterranean,"
said a member of the Navy League, "have
decks of 3-in. fir-wood. In two minutes they
would be ablaze, and every man would perish."

U.S. ATTACHE'S OPINION.

Perhaps one of the most valuable opinions
that could be obtained on the point—because it
is quite unbiased—is that of Commander
Clover, the United States Naval Attaché in
England.

"It is not for me to advise the British Ad-
miralty," said Commander Clover, "it would
be improper to suggest it; but when we went
into the Spanish war we ripped tons of wood
out of our ships and threw it overboard. It is
a fact that two ships built in England and
acquired by the United States—the *Albatross* and
the *New Orleans*—were so full of wood that a
great deal has had to be removed. I suppose
they were built on the same lines as the British
ships. The *Belleisle* experiments show that in
naval warfare it is the ships with the most
modern guns and the most accurate gunners
that will win. Plenty of practice with the guns
is all important."

ITALIAN ATTACHE'S AGREE.

Captain Binnico, the Italian naval attaché, ex-
pressed almost precisely similar views—he
agreed that the presence of inflammable wood in
ships was a source of great danger.

"The older Italian ships," he said, "had the
same fault as the *Belleisle*, but now we are build-
ing ships with as little wood as possible. The
trava do not like it. You do not like living in
an iron box, but all the same we see that it is
necessary, and so we do it. The destruction of
the *Belleisle* merely emphasised the lesson of the
Yalu and of Santiago; ships must be rendered
non-inflammable."

AN OLD STORY.

Few naval experts carry greater weight in
their opinion than Captain F. S. Eardley.

Wilmot, who was formerly in the Intelligence
Department of the Admiralty.

"Really," he said, "I don't know what we can
learn from the *Belleisle* experiments that was
not known before. Here you have a vessel at
anchor, unable to reply to the fire of her
adversary. It would not happen in actual
warfare. Of course she was set on fire, but
there was not what there would have been in a
battle—somebody to put out the fire."

"There is the natural deduction that there
should be as little woodwork in a battleship as
possible. But that is nothing new. I said so
five years ago, and it is now a truism."

THE "ADMIRALTY GAG."

One of the most energetic Naval reformers is
Admiral Sir George Elliott, who, although
eighty-seven years of age, is keenly alive to the
defects of our ships. He has twice been offered
the post of First Sea Lord.

"It is the Admiralty 'gag,'" he said to the
Daily Mail representative last evening, "that is
responsible for this scandalous state of things.
Here are sixteen battleships that are absolute
death-traps, and everyone in the Navy knows it.
Why are they not replaced? Because the Ad-
miralty gags naval opinion. The Admiralty
blacklists naval men who go into Parliament.
There is no one to answer Mr. Goschen and
expose the state of affairs."

SIR J. HOPKINS' CONDEMNATION.

Admiral Sir John Hopkins, late Com-
mander-in-Chief of the Mediterranean Station,
and formerly Controller of the Navy, said:—
"Not being present at the experiments I
cannot tell their bearing on future construction,
but everything points to the difficulty of
hitting the water-line and in condemnation of
wooden fittings and superfluous gear that may
by a hit be converted into langridge."

Mr. H. W. Wilson, author of "Ironclads in
Action" and the "Downfall of Spain," in-
terviewed by our reporter, stated that all the
recent naval battles pointed to the great
danger of wood in the warship. At Santiago
the wood in the Spanish ships was kept wet,
yet three ships were put out of action by fire.

"He confessed himself astonished," said Mr.
Goschen's assertion that the *Belleisle* did not
take fire. Every newspaper correspondent, in-
cluding the *Daily Mail*, *Times*, *Standard*, and
Daily Telegraph's representatives, dwelt upon
the fact that immediately the shells were
directed upon her she burst into flame. Accord-
ing to the *Times* the tugs with fire-engines on
board had once at least to sheer off owing to the
floodedness of the fire.

But after all, Mr. Goschen's statements and
answers to Mr. Yerburgh's questions on the
subject of new construction, said Mr. Wilson,
show that he is not always scrupulously
accurate as to his facts.—*Daily Mail*.

BUSINESS NOTICES.

READY IN A FEW DAYS.

MOUNTINGS OF THE

NAVAL GUNS

and their subsequent use with the

LADYSMITH RELIEF

COLUMN.

Being a Lecture by

CAPTAIN PERCY SCOTT,

R.N., C.B.,

and

CAPTAIN A. H. LIMPUS, R.N.

(of H.M.S. *Terrible*).

Delivered in Hongkong, June 13th, 1900.

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the net cost of production, the entire profits
on the sale of the book will be handed over
to the Hon. Secretary of the INDIAN
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execute any kind of work in SHIPBUILD-
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as in REPAIRING OF SHIPS.

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VAGE PLANT READY AT SHORT
NOTICE. [1619]

INTIMATIONS.

IN THE SUPREME COURT OF
HONGKONG.IN THE MATTER OF THE ESTATE OF
STUDHOLM BROWN RIGG
TERRY, late of Victoria, Hong-
kong, Civil Engineer, Deceased.

NOTICE is hereby given that His Honour
Sir JOHN WATKINS, Chief Justice,
has, by virtue of Section 58 of Ordinance No.
of 1897, made an Order limiting to the 1st day
of September, 1900, for sending in claim
against the above Estate.

All Creditors are hereby required to send
their claims to the undersigned before the said
date.

Dated this 2nd day of June, 1900.

J. W. NORTON-KYSHE,
Official Administrator.

DAVID CORSE & SON,
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
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ences.

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NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

S. S. "KURDISTAN."

FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant will be sub-
ject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 3rd July, 1900. [1601]

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO AND RUBATTINO UNITED
COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"BISAGNO,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be taken
delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. via SUEZ CANAL	BENALDER	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON via SUEZ CANAL	BENALDER	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & CO.	On or about 5th inst.
LONDON via SUEZ CANAL	MENELAUS	Brit. str.	—	Townell	BUTTERFIELD & SWIRE	On 10th inst.
LONDON via SUEZ CANAL	PARMUS	Brit. str.	—	Hansen	BUTTERFIELD & SWIRE	On 12th inst.
LONDON via SUEZ CANAL	STINTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUEZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON via SUEZ CANAL	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 7th inst.
LONDON via SUEZ CANAL	SYDNEY	Brit. str.	—	H. Bleeker	MELCHERS & CO.	On 12th inst. at Noon.
LONDON via SUEZ CANAL	KANAKURA MARU	Brit. str.	—	Allegre	MELCHERS & CO.	On 13th inst. at 1 p.m.
LONDON via SUEZ CANAL	WITTENBERG	Brit. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On or about 17th inst.
LONDON via SUEZ CANAL	SAVOIA	Brit. str.	—	Hempel	CARLOWITZ & CO.	On or about 7th Aug.
LONDON via SUEZ CANAL	ALLESIA	Brit. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Aug.
LONDON via SUEZ CANAL	ETTRICKDALE	Brit. str.	—	Knauth	DODWELL & CO., LIMITED	Tomorrow.
LONDON via SUEZ CANAL	ACALA	Brit. str.	—	Petersen	SHEWAN, TOMES & CO.	On or about 15th inst.
LONDON via SUEZ CANAL	ALBENGA	Brit. str.	—	Kendall	CARLOWITZ & CO.	On or about 24th inst.
LONDON via SUEZ CANAL	L. SCHEFF	Brit. str.	—	F. Horton	SIEMSEN & CO.	End of July.
LONDON via SUEZ CANAL	KINSHIT MARU	Brit. str.	—	E. McNeil	NIPPON YUSEN KAISHA	On 14th inst. at 4 p.m.
LONDON via SUEZ CANAL	QUEEN ADELAIDE	Brit. str.	—	H. P. Jones, R.N.R.	DODWELL & CO., LIMITED	On 25th inst.
LONDON via SUEZ CANAL	TARTAR	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
LONDON via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	On 18th inst.
LONDON via SUEZ CANAL	MORMOUTHSHIRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 4th Aug.
LONDON via SUEZ CANAL	CITY OF PERKING	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	To-day at Noon.
LONDON via SUEZ CANAL	GABLO	Brit. str.	—	—	O. & O. S. S. Co.	On 14th inst. at Noon.
LONDON via SUEZ CANAL	HONGKONG MARU	Brit. str.	—	—	OTO KISEN KAISHA	On 7th inst. at Noon.
LONDON via SUEZ CANAL	THYRA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst. at 4 p.m.
LONDON via SUEZ CANAL	CHINOTU	Brit. str.	—	—	P. & O. S. N. Co.	On or about 7th inst.
LONDON via SUEZ CANAL	CHINOTU	Brit. str.	—	—	SIEMSEN & CO.	Tomorrow at 4 p.m.
LONDON via SUEZ CANAL	SAVOIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 4th inst.
LONDON via SUEZ CANAL	KANAKURA MARU	Brit. str.	—	—	SHEWAN TOMES & CO.	On 17th inst.
LONDON via SUEZ CANAL	MERIONETHSHIRE	Brit. str.	—	—	NIPPON YUSEN KAISHA	Tomorrow at 4 p.m.
LONDON via SUEZ CANAL	MIKE MARU	Brit. str.	—	—	SIEMSEN & CO.	On or about 6th inst.
LONDON via SUEZ CANAL	LOONGMOON	Brit. str.	—	—	P. & O. S. N. Co.	Tomorrow at Daylight.
LONDON via SUEZ CANAL	PERIN	Brit. str.	—	—	P. & O. S. N. Co.	To-day at 10 a.m.
LONDON via SUEZ CANAL	FORMOSA	Brit. str.	—	—	DOUGLAS LARRAIE & CO.	On 7th inst. at Noon.
LONDON via SUEZ CANAL	HAICHING	Brit. str.	—	—	DOUGLAS LARRAIE & CO.	On 8th inst. at Daylight.
LONDON via SUEZ CANAL	MAIDZURU MARU	Brit. str.	—	—	MIYOSI BUSSEN KAISHA	On 11th inst. at Daylight.
LONDON via SUEZ CANAL	ANPING MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
LONDON via SUEZ CANAL	BELLEPHON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at 5 p.m.
LONDON via SUEZ CANAL	ESMERALDA	Brit. str.	—	—	SHEWAN TOMES & CO.	On 14th inst. at 4 p.m.
LONDON via SUEZ CANAL	CHINOTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	Tomorrow at 9 a.m.
LONDON via SUEZ CANAL	ARABIAN APCAR	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	On 9th inst. at Noon.
LONDON via SUEZ CANAL	BIAGNO	Brit. str.	—	—	CARLOWITZ & CO.	On 12th inst. at Noon.
LONDON via SUEZ CANAL	CHRYDRA	Brit. str.	—	—	JARDINE, MATHESON & CO.	—

SHIPPING.

ARRIVALS.

July 3, GLENVALLOCH, British str., 1,334, Peters, Singapore 28th June, General.—CHINESE.

July 3, NARVA, Danish str., 476, G. Petersen, Singapore 28th June, Timber.—MELCHERS & CO.

July 4, SAVOIA, German steamer, 1,622, Otto Mueller, Hamburg 20th June, General.—SIEMSEN & CO.

July 4, KIANGSI, Chinese str., 1,347, Brissander, Chinkiang 28th June, General.—CHINESE.

July 4, PRONTO, German str., 632, H. Grandt, Canton 3rd July, General.—CHINESE.

July 4, HOIHAO, French str., 569, Gedinan, Pakhoi 2nd July and Hoihow 3rd, General.—A. R. MARTY.

July 4, BELLOROPHON, British str., 1,318, Lyons, Penang 24th June and Singapore 27th, General.—BUTTERFIELD & SWIRE.

July 4, CHRYDRA, British str., 1,567, J. T. Davies, 16th June, Calcutta, General and Opium.—JARDINE, MATHESON & CO.

July 4, ROHILLA, British str., 3,501, C. H. S. Teague, Yokohama 27th June, General.—P. & O. S. N. Co.

July 4, DARDANUS, British str., 2,995, S. Y. Steeves, Yokohama via Kobe and Moji 29th June, General.—BUTTERFIELD & SWIRE.

July 4, TAKANG, British str., 377, Kent, Canton 4th July, General.—JARDINE, MATHESON & CO.

July 4, CHOYHANG, British str., 1,194, Bowker, Canton 4th July, General.—JARDINE, MATHESON & CO.

July 4, MORTUNE, British ship, 4,618, R. Conradi, Singapore 29th June, General.—JARDINE, MATHESON & CO.

July 4, PROGRESS, German str., 697, P. Brandt, Quinhon 1st July, Rice and Sugar.—CHINESE.

July 4, TAIYO MARU, Japanese str., 742, S. Kakimi, Chetoo and Newchwang 27th June, General.—CHINESE.

July 4, VICTORIA, British str., 1,181, Y. A. Hellberg, Chetoo and Newchwang 29th June, General.—ORDER.

July 4, HOKOKU MARU, Japanese str., 1,715, Yokohama and Canton 4th July, General.—ORDER.

CLEARANCES.

At the Harbour Master's Office, 4th July.

Michael Jensen, German str., for Hoihow, Sarpedon, British str., for Shanghai.

Elas, German str., for Chetoo.

Freiburg, German str., for Yokohama.

Senio, German str., for Vladivostok.

Mertelshire, British str., for Nagasaki.

Pronto, German str., for Newchwang.

Apurade, German str., for Hoihow.

Hokoku Maru, Japanese str., for Chinkiang.

Kanagawa Maru, Japanese str., for Kobe.

DEPARTURES.

July 4, CHINOTU, British str., for Foochow.

July 4, CHINA, German str., for Saigon.

July 4, MACREW, British str., for Swatow.

July 4, ARGYLL, British str., for Portland.

July 4, WINGANG, British str., for Canton.

July 4, SUNGLANG, British str., for Manila.

VESSELS IN DOCK.

At the Harbour Master's Office, 4th July.

Kowloon Dock.—U.S.S. Monterey, Chang-sha, Formosa, Chientao, Hailan.

Cosmopolitan Dock.—Goodwin.

SHIPPING REPORTS.

The British steamer *Stratford* from Hamburg 20th June, had good passage all the time.

The Danish steamer *Natana* from Singapore 26th June, had light monsoon and fair weather throughout.

The British steamer *Myone* from Singapore 26th June, had fresh monsoon to Bombay Strait, thence to port light variable winds, fine with rain at times.

The British steamer *Glenvalloch*, from Singapore 26th June, had fresh S.W. monsoon from Straits to Cape Pedaras, then light variable winds and fine weather.

The British steamer *Dardanus*, from Yokohama via Kobe and Moji 29th June, had moderate N.E. winds and smooth sea to Tung Yung, then moderate to light S.W. winds to Port.

The British steamer *Chrydra*, from Calcutta 16th June, had generally fine weather throughout.

June 30th, spoke Governor 2100, S. 7 N., 100 days out, to be reported all well.

July 2nd, spoke Carman, British ship, lat 16 N., long 113 E., required position, all well.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

GLENVALLOCH, British str. Burns—Sander, Winsler & Co.

VESSELS ON THE BERTH

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship "BENALDER," Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th June, 1900. 1745

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "ETTRICKDALE" will be despatched for the above port TO-MORROW, the 6th inst., and will be followed by the Steamship "AFGHANISTAN" about the 15th July, and Steamship "SIKH" about the 20th July.

FOR FREIGHT, apply to DODWELL & CO., LD., Agents.

HONGKONG, 4th July, 1900. 1641

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATON APCAR," Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 6th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 2nd July, 1900. 1866

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Company's Steamship "MERIONETHSHIRE," W. A. Evans, Commander, will be despatched for the above ports on or about the 4th July. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd July, 1900. 1875

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In connection with the ATCHESON, TOPEKA and SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" Noon, 7th July.

S.S. "CARLEIGH CITY" About 20th Aug.

S.S. "STRAITFORD" About 15th Sept.

The Steamship "THYRA" will be despatched for FOOCHOW, SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on SATURDAY, the 7th July, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 3rd June, 1900. 14

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
QUEEN ADELAIDE	2,332	F. McNeil	July 25	MONSHIRE	3,374	J. Kennedy	Aug. 4
DUKE OF FIFE	3,821	J. S. Cox	July 28	BRANMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Panten	Aug. 7	ARGYLL	2,907	W. S. Thomson	Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO LONDON, 447.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 223.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRYA and ST. MICHAEL.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. 19

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND KOBE	{ PEKIN W. Hayward, R.N.R.	{ Daylight 6th July	{ Freight

SHANGHAI	{ MALTA F. J. Cole	{ About 6th July	{ Freight or Passage
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LONDON, &c.	{ BENGAL S. Barcham	{ Noon, 7th July	{ See Special Advertisement.
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YOKOHAMA VIA NA-ROHILLA	{ About 7th July	{ Passing through the Inland Sea.	{ Freight or Passage.
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For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. 11

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAKURA MARU	KOBE and YOKOHAMA	THURSDAY, 5th July, at 4 p.m.
KANAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th July, at Daylight.
KINSHIT MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 14th July, at 4 p.m.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

Hongkong, 28th May, 1900. 12

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	{ HAYRE and HAMBURG (London with transshipment in Hamburg)	{ About 17th July
* SAVOIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	{ About 7th Aug.
ALESIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	{ About 20th Aug.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 28th June, 1900. 13

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
BAYERN	THURSDAY	12th July.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 12th day of July, 1900, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 10th July. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 11th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 11th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th June, 1900. 18

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.

"EMPEROR OF CHINA" Comdr. B. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Amoy, Shanghai, Kobe, Yokohama, and Honolulu)	THURSDAY, July 5, at Noon.
CITY OF SHANGHAI (via Amoy, Shanghai, Kobe, Yokohama, and Honolulu)	TUESDAY, July 31, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Amoy, Kobe, Yokohama, and Honolulu)	SATURDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets, granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDIAN, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship

"DARDANUS"

Captain Stevens, will be despatched as above on SATURDAY, the 7th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 8th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA MANILA.

THE Company's Steamship

"PYRRHUS"

Captain Rowan, will be despatched as above on THURSDAY, the 12th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th June, 1900.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND ROME) UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to AMOY, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANON, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARRCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO"

Captain Maganzini, will be despatched as above on MONDAY, the 9th July, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th June, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GABELO (via Shanghai, Kobe, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DORIC (via Shanghai, Kobe, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORPITO (via Shanghai, Kobe, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

THE Company's Steamship "GABELO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 14th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 20th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU"

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU"

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDIAN CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODD & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"ANPING MARU"

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th June, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on or about 15th July.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPOON MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDIAN CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODD & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITER, RANEAU AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th July, 1900, at 1 P.M. the Company's Steamship "SYDNEY" Captain Alberg, with Mails, Passengers, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Amard Beller*, which vessel takes on her Passengers and Mails, leaving that port on the 28th instant direct to Suez, Port Said and Marseilles.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Special and Parcels until 3 P.M. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th July, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. BLOMAN & CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENA"

Capt. Peterson, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS"

Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900.

HONGKONG STEAMERS.

Aparado, German str., 611, Bendisen, July 3, Jensen & Co.

Amara, British steamer, 2,481, Phillips, June 29, Standard Oil Co.

Argyll, British str., 1,886, Thomson, June 23, Doidwell & Co., Ltd.

Ariake Maru, Jap. str., 1,886, Yamamoto, June 25, Butterfield & Swire.

Arracon Apar, Brit. str., 2,879, Stewart, June 29, David Sassoon, Sons & Co.

Bellefleur, British str., 1,818, Lyons, July 4, B. & O. S. S. Co.

Bangkok, British str., 1,903, Thomson, July 1, Gibb, Livingston & Co.

Baraguan, British str., 1,467, Potter, July 2, Chinese.

Bisagno, Italian str., 1,509, Dante, July 3, Carlowitz & Co.

Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire.

Chelidra, British str., 1,567, Davies, July 4, Jardine, Matheson & Co.

Choyang, British str., 1,194, Bowker, July 1, Jardine, Matheson & Co.

Chuanan, British str., 1,231, Moore, July 2, Bradley & Co.

City of Peking, Amr. str., 5,078, Smith, June 26, P. M. S. S. Co.

Coptic, British steamer, 2,741, Rinder, June 8, G. O. S. S. Co.

Daphne, German str., 1,200, Nissen, June 13, Siemens & Co.

Dardanus, British str., 2,605, Steeves, July 4, Butterfield & Swire.

Deuteros, German str., 1,001, Petersen, July 1, Siemens & Co.

Elise, German steamer, 900, Petersen, June 26, Chinese.

Emu Layken, Ger. str., 1,035, Wallis, June 14, Chinese.

Formosa, British str., 674, Hodgins, July 3, Douglas Laprak & Co.

Freiharg, German str., 3,970, Prosch, June 1, Siemens & Co.

Goodwin, British str., 2,832, Jackson, June 4, Doidwell & Co., Limited.

Glenfalloch, British str., 1,434, Peters, July 3, Guthrie, British str., 1,494, McArthur, June 23, Gibb, Livingston & Co.

Hainan, French steamer, 377, Merles, July 2, A. B. Marty.

Hokoku Maru, Jap. str., 1,715, Yokohama, June 25, Order.

Hohbau, French str., 509, Godman, July 4, A. B. Marty.

Kanagawa Maru, Jap. str., 3,813, McKinlay, July 3, Nippon Yusen Kaisha.

Kiangsi, Chinese str., 1,2

POST OFFICE NOTICES.

The *China* with the *Amoy* Mail left Shanghai on Monday the 2nd instant, and may be expected here today.

The *Amoy* with the *China* Mail left Singapore on Sunday the 1st instant, and may be expected here on or about Tuesday the 10th instant.

The *Amoy* with the *China* Mail left Singapore on Sunday the 1st instant, and may be expected here on or about Tuesday the 10th instant.

MAILS WILL CLOSE.

Swatow, Amoy and Tientsin.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents).

Amoy and Shanghai.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents).

Amoy and Shanghai.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents).

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Amoy and Shanghai.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents).

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 4th July.

EXCHANGE.

ON LONDON.

Telegraphic Transfer 1/11 1/2

Bank Bill, on demand 1/11 1/2

Bank Bill, at 30 days sight 2/0

Bank Bill, at 4 months sight 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON PARIS.

Bank Bill, on demand 2/0 1/2

Bank Bill, at 4 months sight 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON GERMANY.

On demand 2/0 1/2

Bank Bill, on demand 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON NEW YORK.

Bank Bill, on demand 2/0 1/2

Bank Bill, at 4 months sight 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON BOMBAY.

Telegraphic Transfer 1/11 1/2

Bank Bill, on demand 1/11 1/2

Bank Bill, at 30 days sight 2/0

Bank Bill, at 4 months sight 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON CALCUTTA.

Telegraphic Transfer 1/11 1/2

Bank Bill, on demand 1/11 1/2

Bank Bill, at 30 days sight 2/0

Bank Bill, at 4 months sight 2/0 1/2

Credit, at 4 months sight 2/0 1/2

Documentary Bill, at 4 months sight 2/0 1/2

ON SHANGHAI.

Bank, at sight 71

Private, 30 days sight 72

ON YOKOHAMA.

On demand 2 1/2 p.c.m.

ON MANILA.

On demand 2 1/2 p.c.m.

ON SINGAPORE.

On demand 2 1/2 p.c.m.

ON BATAVIA.

On demand 119

ON HATYONG.

On demand 3 p.c.m.

ON SAIGON.

On demand 2 1/2 p.c.m.

ON BANGKOK.

On demand 60

SOVEREIGNS, Bank's Buying Rate 0/4

GOLD LEAF, 100 fine, per teal 53

SILVER, per oz 28 1/2

OPTUM.

Quotations are—Allow 10c net, to 1 catty.

Malwa New \$890 to \$900 per picul.

Malwa Old \$810 to \$820

Malwa Older \$830 to \$840

P. F. per-wrapped \$870 to —

Persian fine quality \$910 to —

Persian extra fine \$930 to —

Patna New \$860 to — per chest.

Patna Old \$1,040

Benares New \$862 1/2

Benares Old —

PASSENGERS.

Per *Rohilla*, for Yokohama, for Hongkong, Messrs. Henry McPherson, P. V. Mitchell, A. D. Abbott, J. Freeman, Rev. Father Moon, Messrs. L. Deane, A. Stephenson, Miss Thomas, Mrs. C. M. Thomas, child and ayah.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Meda*, with the outward English mail, left Singapore on the 1st instant, and may be expected here to-morrow.

THE GERMAN MAIL.

The Imperial German Mail steamer *König Albert*, carrying the German mails with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 9th instant.

The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki, Shanghai, and Fochow on Sunday, the 1st inst., and may be expected here on or about Wednesday, the 11th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Kobe on Tuesday, the 3rd inst., for Hongkong via usual ports of call.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 9 a.m. on Monday, 2nd July, and left at 4 p.m. same day for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.

The E. & A. steamer *Eastern*, from Sydney, left Port Darwin on 29th ult. for Timor and Hongkong.

THE AMERICAN MAIL.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., from San Francisco to the 14th ult.

JOINT STOCK SHARES.

Hongkong, 4th July.

STOCKS.	No. of Shares.	Issue Price.	Par Value.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11 1/2 = \$23.63 1/2 for 2nd half year '99	302 p. ct. pr. = \$502 [buyers]
Bank of China & Japan, Ltd.	100,875	48	48	None	21
Do. Deferred	1,250	41	41	None	23 1/2
National Bank of China, Ltd.	10,070 A	410	410	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	29,955 B	410	410	2 1/2 for 1899	\$27, buyers
Union Bank, Ltd.	10,000	\$250	\$250	35 p. ct. = \$18 for 1898	\$26 1/2, buyers
China Trade Insurance Co., Ltd.	24,000	\$33 1/3	\$33 1/3	10 p. ct. for 1898	\$37, buyers
North China Insurance Co., Ltd.	5,000	\$210	\$210	10 p. ct. for 1898	\$210
Yongtze Insurance Co., Ltd.	8,000	\$100	\$100	30 p. ct. = \$10 p. ct. for 1897	\$121, sellers
Canton Insurance Co., Ltd.	10,000	\$250	\$250	\$11 for 1898	\$132 1/2, sales
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 p. ct. for 1895	\$1, buyers
FINANCE.					
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$293, sellers
China Fire Insurance Co., Ltd.	20,000	\$100	\$100	\$8 for 1898	\$70, sellers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 31-12-99	\$30 1/2, sellers
Indo-China S. S. Co., Ltd.	60,000	\$210	\$210	10 p. ct. & 2 p. ct. bonus for 1898	\$83, sellers
China & Manila S. S. Co., Ltd.	6,000	\$30	\$30	20 p. ct. for 1898	\$61, all
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30-6-99	\$46, sellers
China Mutual S. S. Co., Ltd.	20,000	\$210	\$210	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Do. Ordinary	20,000	\$210	\$210	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ending 30-4-00	\$17 1/2, old sellers
Shell Transport & Trading Co., Limited	18,000	\$2100	\$2100	5 p. ct. for 1893	\$230, sellers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equalized Fund	\$130, sales
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36
MINE.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	\$51, sellers
Do. Preference	30,000	\$1	\$1	None	\$130
Société Fin. des Charbonnages du Tonkin	10,000	\$230	\$230	None	\$290, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	15 cents, buyers
Gold Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31-12-99 (coupon 9)	\$12, sales
Gold Mining Co., Ltd.	200,000	\$10	\$10	15 p. ct. for 1898	\$57
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$21
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	45 cents, sellers
Do. Preference	70,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for year ending 31-12-99	\$20 p. ct. pr. = \$775 [sellers]
Hongkong and Kowloon Wharf and Godown Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. = 10 p. ct. for 1899	\$84, cum now issue
Whampoa Wharf and Godown Co., Ltd.	2,500	\$100	\$100	Final of \$1 = \$3	\$56, buyers
Stoong On Co., Ltd.	6,000	\$61	\$61	22 p. ct. for 1898	\$21, sellers
LANDS, HOUSES & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100	Final of \$3 1/2 = \$3 1/2 for 1899	\$101, cum call
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Final of \$1 = \$1 for 1899	\$25 1/2, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Final of \$1 = \$1 for 1899	\$47, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31-12-99	\$120, buyers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1898	\$107 1/2, sellers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31-10-99	Tls. 60
Internat'l. Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '98	Tls. 60
Loon-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	4 p. ct. on account '98	Tls. 60
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31-12-97	Tls. 375
Yahloong Cot. Spin. Co., Ltd.	7,500	\$100	\$100	None	Tls. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$97, sellers
MISCELLANEOUS.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 1900	\$21, sales
China Borneo Co., Ltd.	7,500	\$20	\$20	Final of 6 p. ct. making 11 p. ct. for '99	\$28
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	60 cents on 10-7-99	\$11 1/2, sales and sel.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	9 p. ct. for 1899	\$118, ex div.
Hongkong and China Gas Company, Limited	7,000	\$210	\$210	10 p. ct. for 1899	\$170
Hongkong Rop. Mfg. Co., Ltd.	10,000	\$25	\$25	10 p. ct. for 1899	\$48, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	Final of \$10 = \$12 for '98	\$103, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	\$12 for 1898	\$170, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	30-11-99	\$82
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$7 1/2	6 p. ct. for year ending 31-7-99	\$82
Campbell & Co., Ltd.	2,000	\$25	\$25	10 p. ct. for 1899	\$20, or div. buyers
Hk. & China Bakery Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$20, or div. buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$20, or div. buyers
Bell's Asbestos & Agcy., Ltd.	10,000	\$21	\$21	None	\$12, sellers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	None	\$81, sales
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1899	\$90, sellers
Watkins, Limited	1,000	\$10	\$10	10 p. ct. for 1899	\$10

J. Y. V. VERNON, BROKER.

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office—Tokio.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—

Milke Coal Mines, Kanada Coal Mines, Hokokai Coal Mines, Yoshinotani Coal Mines, Ohnoura Coal Mines, No. 1, Ohtsutsu Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Maunara Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Milke Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 19th August, 1899.

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immovably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS.

circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 9, Praya Central, Hongkong, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

APIOL STEEL PILLS

A Remedy for all Irrregularities.

Specially for Menstrual Disorders, Pain, &c.

A. S. WATSON & CO., LTD., HONGKONG.

MARTIN, chemist, SOUTHAMPTON, ENGLAND.

3130

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Boats, as FRESH WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.

STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895.

1736

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAURE WEAVER & CO.

Sole Agents.

Hongkong, 17th May, 1895.

1521

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANES, TONGUES, and GROOVED BOARDS, for FLOORING, CRATING, WALLING, &c. TEAK SHINGLES for ROOFING.

PISKADEE RAILWAY STEELWORK for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895.

1033

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 3rd JULY, 1900.

CHINA COAST METEOROLOGICAL REGISTER, 23 JULY, P.M.						
STATION.	Hour.	Barometer. red to sea level and 32° Fahr.	Thermop- ture.	Humidity.	Wind. Dirce- tion. Force.	Weather.
diverstock	2 p.					
kyo	"	29.78			SE	1
tschi	"	29.87			SE	1
tschanki	"	29.79			W	1
goshima	"	29.79			SE	1
tsoku	1 p.	29.83			NE	1
tschi	"	29.81			SE	1
tsinan	"	29.83			SE	1
tsushun	"	29.87			SE	1
tscadore	"	29.84			SE	1
arpzalf	3 p.	29.70	75	95	SE	3
arp Peak	"	29.72	80	91	SE	2
amoy	"	29.73	83	83	SE	3
swatow	"	29.76	81	86	SE	3
canton	"	29.69	82	74	SE	3
hongkong	4 p.	29.69	81	89	SE	3
tsin Peak	"				SE	3
up Rock	"				SE	3
mao	"	29.60			SE	3
hai Phong	1 p.					
manila	3 p.	29.73	86	72	SW	2
tschod	"				SW	2
tsilo	"	29.73	87		SW	2
tsu	"	29.75	89		SW	2
S. James	"				SW	2
4th JULY, A.M.						
diverstock	7 a.					
kyo	10 a.					
tschi	"					
tschanki	"					
goshima	"					
tsoku	5 a.	29.84			S	2
tschi	"	29.80			SE	2
tsinan	"	29.83			SE	2
tsushun	"	29.85			E	2
tscadore	"	29.81			SE	2
arpzalf	9 a.	29.76	75	95	SW	1
arp Peak	"	29.74	80	80	SW	1
amoy	"	29.70	80	90	SE	1
swatow	"					
canton	10 a.	29.78	80	88	NE	1
arp Peak	"				SE	1
up Rock	"	29.70			SE	1
mao	"					
hai Phong	7 a.					
manila	9 a.	29.80	92	92	O	0
tschod	"				NE	1
tsilo	"	29.77	85		SE	2
tsu	"	29.85	83		SW	2
S. James	7 a.				SW	2